

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5715

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THURSDAY, MARCH 12, 1908.

四拜禮

號二十月三英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

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CAPITAL PAID-UP ..... Yes \$4,000,000  
RESERVE FUNDS ..... " \$5,550,000

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#### Head Office—YOKOHAMA

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On fixed deposit—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKAO TAKAMICHI,  
Manager.

Hongkong, 31st October, 1907. [23]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

#### LONDON OFFICE:

THREADENEE HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.

#### NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4% per cent. per annum.  
" 6 " 3% " "  
" 3 " 2% " "

#### No. 9, Queen's Road Central,

Hongkong, 12th March, 1908. [25]

W. M. ANDERSON,  
Manager.

Hongkong, 12th March, 1908. [25]

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## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... \$15,000,000

#### Branches and Agencies.

TOKIO. CHEFOO.  
Kobe. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOWHANG.  
LONDON. DALNY.  
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NEW YORK. ANTUNG.  
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## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

SHANGHAI ..... { MALTA ..... } About 20th } Freight and  
Capt. R. A. Peters ..... } March. } Passage.

LONDON, &c., via usual Ports } MARMORA ..... } 21st March. } See Special  
of Call ..... } Capt. G. H. C. Weston, R.N.R. } Noon. } Advertisement

SHANGHAI, MOJI, KOBE & { PERA ..... } About 24th } Freight only.  
YOKOHAMA ..... } Capt. W. W. Cooke, R.N.R. } March. }

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 12th March, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

#### THE

### REAL MACKENZIE WHISKY,

#### VERY SPECIAL LIQUEUR.

\$21.00 PER DOZ. \$1.85 PER BOTTLE.

### CLAN MACKENZIE WHISKY,

#### OLD MATURED.

\$14.00 PER DOZ. \$1.20 PER BOTTLE.

These Whiskies are prepared from the  
choicest ingredients, correctly distilled  
and aged in wood. It is the most perfect  
stimulant obtainable.

SOLE AGENTS IN THE EAST—

LANE, CRAWFORD & CO.

Telephone 97.

### DOW'S PORTS.

Armada ..... \$32.00 Per Dozen.

Royal Dry ..... 27.00 " "

Invalid ..... 25.00 " "

Telephone

No. 75.

#### SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 6th March, 1908. [40]



### THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET, MADAME FLINT, MANAGERESS

Just Unpacked from Paris ex s.s. "Tonkin"

A LARGE LOT OF

### NEW SPRING GOODS.

### CHAMPAGNE.

#### G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (out American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of  
all other Brands.

Served in all Clubs and First-class Hotels,  
and obtainable at all Wine Merchants in the  
Colony, and from Shawan, Tones & Co., sole  
agents.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

#### AND

### WEST RIVER STEAMERS.

#### JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE OHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,360 Tons,  
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at

9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and

Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons, and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Wing Lok Street

Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

On Saturdays, the afternoon steamer "SUI-AN" from Macao will arrive at the Douglas

Wharf.

#### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION







## Intimation.

**Wm. Powell, Ltd.,**  
ALEXANDRA BUILDINGS.  
BOOT & SHOE DEPARTMENT.

Smart Footwear for Every Occasion.

ENGLISH, FRENCH, AMERICAN SHAPES.

Stylish SHOES, Smart BOOTS, Comfortable SLIPPERS.

LATEST MODELS, CORRECT STYLE, SUPERIOR FINISH.

**Wm. Powell, Ltd.,**  
Des Vœux Road, and  
28, Queen's Road, HONGKONG.  
HONGKONG, 2nd March, 1908.

## ROYAL OBSEQUIES IN LISBON.

## PROCESSION FROM THE PALACE TO CHURCH.

## IMPOSING CEREMONY IN THE CATHEDRAL.

Lisbon, February 9.

In cold but beautiful weather, and amid many signs of mourning, the late Dom Carlos and the Crown Prince of Portugal were yesterday conveyed from the palace chapel to the Church of San Vicente for the funeral service.

King Manuel, Queen Amélie, and Queen Maria Pia heard the last responses before the coffin was removed, and each carrying a candle, accompanied them to the steps of the chapel. Both queens were weeping, and the young King tried bravely to solace them. Neither of the trio followed in the procession. The Duke of Oporto personally superintending the removal of the bodies from the palace.

At ten o'clock the procession began to form, and considerable time was occupied in getting the ten gilded state coaches, which contained the foreign representatives and the high officers of State, and the 200 private carriages into order. As the cortege moved off from the palace the nurse of the Crown Prince uttered a loud wail and fainted.

In one of the gold coaches were Prince Arthur of Connaught, representing King Edward, Prince Leopold of Prussia, Prince Carlos of Spain, and the Count of Turin, representing the King of Italy. This coach was escorted by a squadron of lancers, who completely surrounded it.

By this time the streets were well filled with citizens, most of them in black, and all the windows and balconies, and even the trees, were occupied by spectators. As the hearse passed by everyone lifted his hat or bowed. The route was lined with troops, who had loaded arms.

**SPECTATORS HURT BY ROOF COLLAPSE.**  
As the cortege was passing the Market Hall in the Ribeira Nova a roof collapsed causing injuries to several persons. This was the only regrettable incident throughout the proceedings.

Following the hearse containing Dom Carlos was the late King's private coachman, who had such a narrow escape on the day of the tragedy. At one point on the line of route, while passing along the Terreiro do Paço, the horses in both hearses became restive, and it was only with difficulty that they were piloted by.

A curious incident occurred at another point, the whole procession being held up for a minute or so while a man in workman's dress calmly crossed the street in front of it.

Owing to the many steep streets which had to be traversed the procession was often interrupted, the old-fashioned, ungainly coaches having to be steered with the greatest dexterity. It was two o'clock before the Pantheon was reached.

On the steps of the church stood the clergy with the Patriarch of Lisbon at their head, and supported by the bishops. Representatives of many nations in military, naval, and academic uniforms were also grouped around the church portal, making a brilliant spectacle.

The coffins were received by the members of the Hermandad de Misericordia, whose privilege and right it has been since the 16th century to pronounce the first absolution on the coffins of royalties, and subsequently to sell the catafalque and pall for the pious. Their special duties include that of burying the poor and those who have been executed.

**THE LAST SALUTE.**  
As the coffins were borne into the church the silence was broken by the tolling of the bells and the firing of salutes by the warships and the batteries, the organ also playing an old Portuguese funeral march.

The gloom of the church was illuminated by thousands of candles, which shed their flickering rays on the rich draperies of the catafalques, and the glittering uniforms of the officers and officials.

Gently the coffins were raised upon the catafalques and inclined at such an angle that the faces of the dead monarch and his son could be seen through the glass fronts.

Some commotion was caused for a time by a man who was observed clinging to the carved figure of an angel high over the chief altar. The position was one of extreme danger to the man, and he was with difficulty got down from his perch. He proved to be a too-curious sightseer.

The funeral ceremony, which was of an imposing character, lasted until four o'clock, and concluded with the Requiem, which was intoned by the Patriarch. Then the keys of the coffins were handed over to the Patriarch, according to custom, together with a declaration on oath, signed by the Grand Chamberlain, that the coffins contained the King and the Crown Prince.

At the conclusion of the Requiem the infantry surrounding the church fired three volleys, and those who took part in the procession then dispersed. The bodies will remain for the public to view them until to-morrow evening.

Many of the foreign representatives left last night, and others go to-morrow.

## MUTILATIONS TO BE PARDONED.

When the naval revolt occurred in April, 1907, Admiral Ferreira do Amaral, who was then chief at the Arsenal, went alone on board the mutinous ships and promised to obtain clemency, if the men would surrender. In consequence of this all their lives were spared, and the mutineers were deported to Africa.

Admiral Amaral, now that he is Premier, will obtain a pardon from King Manuel for all the mutineers.

The streets were all placarded with notices enjoining the Republicans not to make any demonstrations at the funeral, and the utmost order was preserved.

The subscription, opened on behalf of the families of the regicides now total £1,000.

## THE POPULARITY OF THE CHURCH OF SAN VICENTE.

The popularity of the church of San Vicente to view the remains, adds Reuter.

It is stated in well-informed political circles that in all probability the young King will disperse altogether with the Coronation ceremony.

## THEIR MAJESTIES AT REQUIEM MASS.

AT ST. JAMES'S.

Impressive, but simple, was the special memorial service held in St. Paul's Cathedral yesterday morning for the late King Carlos and Crown Prince of Portugal.

It was simple at the request of King Edward himself, and there was less ceremonial than when the King and Queen attended the Requiem Mass at St. James's Church, Spanish place, on Saturday. Consequently on the desire of His Majesty that formality should be dispensed with, the customary admission of the Sovereign to the City by the Lord Mayor at Temple Bar was omitted. There was also no escort or guard of honour, and the royal party drove to the cathedral in private carriages.

## DEEP POPULAR INTEREST.

But although there was an absence of state ceremonial, it did not prevent the scene in the cathedral, with its distinguished gathering, from being a brilliant one, from large crowds witnessing the arrival of their Majesties outside, and attending the service inside. There was a good muster of people all along the route as their Majesties drove from Buckingham Palace, by way of The Mall, the Horse Guards Parade, the Embankment, New Bridge and Ludgate-hill.

Inside St. Paul's the arrangements had been admirably made, and everything passed off exactly as had been planned.

The cathedral was open to the public, with the exception of a few seats, which had been reserved for the Mayor and Corporation, the Mayors of the Metropolitan Boroughs, Cabinet Ministers, ex-Cabinet Ministers, members of the Diplomatic Corps, and other privileged folk, who entered and presented tickets at the north door, the public entering by the big west entrance.

## CROWDED IN EVERY PART.

By half-past ten it looked as though every part in the vast interior was filled. The scene in the nave of the cathedral was made more sombre and impressive by the fact of the huge congregation being in mourning, the only bit of relieving colour being the bright scarlet and gold uniforms of the band of the Oxfordshire Light Infantry, of which regiment the late King Carlos was colonel. During the interval of waiting, the band played selections of music.

Amongst those who arrived about this time were Earl Carrington, Earl Beauchamp, Mr. Reginald McKenna, Mr. Herbert Gladstone, Mr. Lewis Harcourt, and Mr. Asquith. Amongst the members of the late Government who were present was Lord Halsbury. Mr. Gladstone represented Sir Henry Campbell-Bannerman who on the advice of his doctor, was not present. Here and other distinguished visitors were accommodated in the choir and in the gallery over the choir.

The arrival of the Archbishop of Canterbury, the prebendaries, the minor canons, and the choir announced the approach of their Majesties, and when the clergy and choristers had taken their seats, the Chaplain, accompanied by the Lord Mayor and the Sheriff, went to meet their Majesties at the south door.

## THE ROYAL PARTY.

The royal party was in deep mourning. Immediately preceding the King and Queen were Archbishop Sinclair, the Bishop of Stepney, and Canon Newbolt; immediately behind were the Prince of Wales, the Princess of Wales, and Princess Victoria, Portugal was represented by the Marquis de Soveral, the Portuguese Minister, and by the Chargé d'Affaires.

The King took his seat in the Archbishop's stall, with the Queen next to him. The Prince and Princess of Wales were on his left. Facing him was the Lord Mayor. The Marquis de Soveral, as representing the King of Portugal, was received separately, and occupied a choir stall near the Queen.

The service commenced punctually at eleven o'clock, and lasted just an hour.

Archdeacon Sinclair read the lesson from St. John v. with great impressiveness, and then, following the singing of the anthem from the liturgy of St. Chrysostom, which was sung to the Kieff melody, came the tremendous music of the Dead March in "Saul," played by the band. The band was augmented by the Guards drums, and the muffled rolls preceding the great march were extremely solemn and impressive. In the prayers that followed the late King of Portugal and his son were mentioned by name.

We meekly remember before Thee Thy servants Carlos and Louis Philippe, who have now been delivered from out of the pain and misery of this sinful world.

The service concluded with the hymn, "O God, our help in ages past," which was sung at the burial of Mr. Gladstone. The Archbishop of Canterbury having pronounced the Benediction, their Majesties were conducted back by the Chapter, the Lord Mayor, and Sheriff to the west door of the cathedral, none of the congregation leaving their places until the royal party had left the cathedral.

## THEIR MAJESTIES ATTEND THE REQUIEM AT SPANISH PLACE.

King Edward and Queen Alexandra, with Princess Victoria and the Prince and Princess of Wales and other members of the royal family, on Saturday, attended the requiem mass which was celebrated at St. James's Church, Spanish place, simultaneously with the funeral at Lisbon, of the late King Carlos and the Crown Prince of Portugal. Representatives of most of the Embassies and Legations in London, officers of state, members of the Cabinet, officers of the army and navy, and distinguished politicians were also present.

Archbishop Bourne attended, but the mass was conducted by Bishop Brindle, of Nottingham, who was assisted by Canon Gilden and

## other clergy. The ceremony was preceded by the Dead March in "Saul" and concluded by Chopin's Funeral March.

Their Majesties occupied seats on the Gospel side of the sanctuary, being escorted there by the Archbishop, and the Prince and Princess of Wales, and other members of the royal family were near them.

The King wore the uniform of a colonel of the Portuguese army, and the Queen, over deep mourning dress, wore the sash of a Portuguese order. Their Majesties were saluted by a guard of honour of the Irish Guards, which, with the band of the regiment, was mounted outside the church.

Their Majesties left at the conclusion of the service by the Bessybury door.

## Intimations

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,000,000.)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., UNDERTAKEN AND EXECUTED. SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd December, 1907. [48]

**50 PER CENT LESS.**

WE WILL SELL OUR ENTIRE STOCK OF

BICYCLES and ACCESSORIES

at 50 % less than usual

prices for one week only,

to clear our old stock and make room for our new shops at Nos. 33 & 35, Des Vœux Road.

Begin from TUESDAY, the 3rd MARCH.

Remember we will Remove to our Shops on the 7th inst.

**DRAGON CYCLE DEPOT,**

11, D'AGUILAR ST.

Hongkong, 2nd March, 1908. [14]

THE EASTERN CYCLE Co.

3, ARSENAL STREET, WANCHAI.

BICYCLES--BICYCLES.

## CHEAP SALE.

FOR A SHORT PERIOD ONLY. COMMENCING FROM JANUARY 10, 1908.

## MACHINES

FOR LADIES and GENTLEMEN FITTED with 2 and 3 SPIT GEAR.

OF ALL GRADES and GUARANTEED ENGLISH MAKES.

All Prices to suit individual requirements.

BICYCLE ACCESSORIES: LAMPS (gas and oil), BELLS, TYRES, CYCLOMETERS, INFLATORS, SPANNERS, and EVERY OTHER REQUISITE FOR CYCLISTS.

NEW BICYCLES FOR HIRE.

REPAIRS UNDERTAKEN, EXCHANGES ENFORCED.

THE EASTERN CYCLE CO., 3, ARSENAL STREET, WANCHAI.

Hongkong, 15th January, 1908. [113]

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy. THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 10th September, 1907. [64]

## Intimations.

## CONFIDENCE.

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

**WAMPOLE'S PREPARATION** has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature, or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

## MISSIONS TO SEAMEN.

A PUBLIC MEETING will be held in the City Hall, Chamber of Commerce Room, TO-MORROW, 13th March, at 5.15 P.M. His Excellency Sir FREDERICK LUGARD will take the chair.

Speeches will be delivered by Admiral Sir A. W. Moore, the Lord Bishop of the diocese, and others. Hongkong, 11th March, 1908. [310]

## GOVERNESS WANTED.

WANTED a COMPETENT GOVERNESS. Must be able to teach English and Music, some French—latter not essential. Residence at the Peak.

Apply to—A. B. C., C/o Hongkong Telegraph. Hongkong, 10th March, 1908. [325]

PLEASE take notice that the next address of LLOYD'S GREATER BRITAIN PUBLISHING Co., LTD., is 11, Nanking Road, Shanghai.

SOMERSET FLAYNE, Manager. Hongkong, 10th March, 1908. [307]

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence. Evening engagements for Dances and Concerts.

Apply to—E. J. LOPES, C/o Hongkong Telegraph Office. Hongkong, 9th March, 1908. [302]

SEALED TENDERS, in Duplicate, will be received at the R. N. HOSPITAL, Hongkong, until 10 A.M. on the 21st March, 1908, from persons desirous of SUPPLYING BEEF, MUTTON, FOWLS, BREAST, PURE COWS' MILK, AERATED WATERS, ICE, and other provisions and necessities, for the year ending 31st March, 1909.

Sealed Tenders in Duplicate will also be received for COAL (Akaiki and Yubari). Printed Forms of Tender and further particulars can be obtained at the R. N. HOSPITAL. The right to reject the lowest or any tender is reserved.

WM. TAIT, Deputy Inspector General. R. N. Hospital, Hongkong, 11th March, 1908. [328]

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO., 6, QUEEN'S ROAD CENTRAL, Where I am sure to find the best FRENCH BONBONS, LIQUEURS, BURGUNDY, BORDEAUX, CHAMPAGNE and CLARET.

Hongkong, 20th January, 1908. [53]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 950 lbs. net \$8.00 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers. Hongkong, 2nd October, 1907. [11]

## Public Companies

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on SATURDAY, the 21st March, 1908, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 18th March, to SATURDAY, the 21st March, both days inclusive.

SHEWAN, TOMES & Co., General Managers. Hongkong, 5th March, 1908. [190]

CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE THIRTIETH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents on THURSDAY, the 26th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to 26th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 6th March, 1908. [294]

LUZON SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents on THURSDAY, the 26th March, at 12.30 P.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to 26th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 6th March, 1908. [295]

Notices of Firms.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

I HAVE this day resumed charge of the HONGKONG BRANCH of the above Company.

W. H. TRENCHARD DAVIS, Branch Manager & Underwriter. Hongkong, 6th March, 1908. [293]

P. & O. S. N. Co.

## NOTICE.

UNDER instructions from the General Managers, Mr. F. J. ABBOTT will be in Charge of the Company's business at this Port during my absence from the Colony on leave.

E. A. HAWKITT, Superintendent. Hongkong, 9th March, 1908. [100]

INTERNATIONAL SLEEPING CAR

and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co., Agents. Hongkong, 21st Feb. 1908. [167]

For Sale.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND

SPLENDID STOCK OF

FRENCH MILLINERY,

IN VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

BLK. AND TAN GLACE KID from the best American Manufacture.

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS and JACKETS.

Samples on application. Count ports orders carefully enclosed.

Hongkong, 2nd January, 1908. [10]



**Intimation.**

**A. S. WATSON & CO., LIMITED.**

**THE GREAT POPULARITY**

OR

**Watson's**

**E**

VERY OLD LIQUEUR

**SCOTCH WHISKY**

HAS BEEN ATTAINED BY ITS

**Consistent Excellence**

OR

**Quality.**

IT IS A

**PURE MALT WHISKY**

OR

**GENUINE AGE**

AND

**FINE MELLOW FLAVOUR.**

Per Case - - - \$16.50

**A. S. WATSON & CO., LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

**ALEXANDRA BUILDINGS,**  
Hongkong, 9th March, 1908.

**MARRIAGE.**

**SMITH-SANDERS.**—On the 12th March, at St. John's Cathedral, Hongkong, by the Lord Bishop of Victoria, assisted by the Rev. F. T. Johnson, M.A., JAMES R. M. SMITH, of the Hongkong and Shanghai Banking Corporation, to EDITH A. MOUNTJOY SANDERS, daughter of James Sanders, Esq., of South Molton, England, and sister of Dr. J. Herbert Sanders, of Hongkong.

**The Hongkong Telegraph**

HONGKONG, THURSDAY, MARCH 12, 1908.

**THE EXECUTIVE COUNCIL VACANCY.**

One of the immediate results following the departure of the Hon. Mr. E. A. Hewitt on six months' furlough, and one which may have escaped the notice of many readers, is that there are now two vacancies in the administrative Councils of the Colony. The first is, of course, that appropriated to the representative of the Chamber of Commerce, while the other, to which we would more particularly refer, is the seat on the Executive Council, which is by far the more important of the two vacancies to be filled, and belongs under the amended constitution of the Colony to an unofficial member of the Legislative Council. That concession, which says that two seats on the Executive Council are to be conferred on unofficial members, was obtained through the efforts of that quondam champion of colonial interests, Mr. T. H. Whitehead, whose retirement from the business life of Hongkong is felt to this moment. Since the time that the addition of two unofficial members to the Executive Council was sanctioned, it has been generally recognised that at least one of the seats should be held by the senior member representing the taxpayers, and the first to be elected to the vacancy was Mr. (now Sir) Paul Chater, whose colleague at the private deliberations of the Governor-in-Council, was, until the election of Mr. Hewitt, the senior partner in Hongkong of the firm of Messrs. Jardine, Matheson & Co., who by virtue of the high commercial position he occupied had a seat at the board of the Legislative Council. When Mr. W. J. Gresson succeeded Mr. C. W. Dickson in the management of the firm's interests in Hongkong during the administration of Sir Matthew Nathan, and thereafter left for home, he was for some reason, superseded by Mr. Hewitt. As to the individual merits and qualifications of the two candidates for the important seat at the Executive Council it is not now necessary to speak, but in view of the fact that Mr. Hewitt's

departure has again created a vacancy on the higher Council, the question of succession is invested with renewed interest, and, therefore, we consider it opportune to submit the claims of his successor in commercial life—as we urged the claims of Mr. Gresson at the time when his candidature was under the consideration of the former Governor of the Colony—to the position vacated by Mr. Hewitt on the Executive Council. It cannot be contended that the right to one of the unofficial members' seats on the latter board is vested in the nominee of the Chamber of Commerce to the Legislative Council, so that in presenting the claims of Hon. Mr. Henry Keswick to the vacant seat, we are simply submitting the suggestion that the temporarily broken line of succession should be restored to the head of the firm of Messrs. Jardine, Matheson & Co. in Hongkong—a firm which has maintained the highest traditions of commercial life in this Colony, since the day our ascendancy in trade began after the decline of the East India Company's operations in Macao. Although Mr. Keswick has not been very long in Hongkong, and in his consideration of public questions affecting the Colony, discussed at the Legislative Council he has not evidenced the remarkable energy and zeal of his predecessor (the late Mr. Johnson, nevertheless) on several occasions he has shown an application and industry which fairly entitle him to the attention of His Excellency the Governor, whose province it is to appoint the new member of the Executive Council. One of the subjects in which Mr. Keswick showed exceptional interest was that dealing with the Companies Ordinance, when an amending Bill was brought before the Legislative Council. On that occasion he specially represented the interests not merely of the Hongkong companies registered under the Ordinance, but also of the leading firms of Shanghai, for whose benefit the Bill was chiefly introduced, and his arguments in favour of the amendments, framed by a representative committee of Shanghai merchants, were recognised as valid and substantial by the Attorney-General who incorporated them generally in the new Ordinance. Again, Mr. Keswick adopted a pronounced attitude on the vexed Stocks Bill and latterly, possibly through his close connection with the British and Chinese Corporation, addressed trenchant criticisms on the construction of the British section of the Kowloon-Canton railway, when the vote for the current year expenditure was before the Council. As the result of his remarks, a full statement of the position of affairs was given by His Excellency the Governor, while the Resident Engineer presented an exhaustive report on the subject. On all these questions, Mr. Keswick expressed himself in no uncertain manner, and asserted his personal independence of thought and opinion, and this we say although we confess we failed to see eye to eye with him on every occasion. Were the Governor to admit the wisdom of appointing to the Executive Council a gentleman possessing the qualifications of Mr. Keswick for the office, we feel certain that the business interests of the Colony would be conserved and advanced, and an adviser of experience and ability would be added to the number of those who at present form the highest board of counsellors to His Excellency, Sir Frederick Lugard.

**LOCAL AND GENERAL.**

The superintendent of the Cable Co., Labuan, informs the British North Borneo Herald that the Storm Warning Service notices issued by the Hongkong Observatory were to be introduced, and that notices would be sent regularly for Kudat and Sandakan, commencing on the 1st inst.

At the election of Councillors for the British Municipal Council Extension at Tientsin, the following names were nominated:—The first nine being duly elected viz.:—Messrs. W. E. Southcott, W. A. Morley, C. R. Morling, G. T. Edkins, G. W. Sheppard, E. G. Adams, F. Sommer, H. D. Summers, and J. Stewart. Messrs. Robert Colman, Jr., Rev. I. F. Drysdale and J. Travers Smith.

THE Kawasaki Dockyard Company has applied to the authorities for permission to construct a line, about 15 chains in length, to connect the company's factory at Higashi-Shirakawa by rail with the Wada Point branch of the Sanyo line. This connection will be a preliminary to the construction by the Kawasaki Dockyard Company of locomotive engines, passenger carriages, and accessories.

KING MANUEL, of full age for kingship though he be, is yet the youngest King of modern times who has walked behind the coffins of his father and his brother, Kings also, and his predecessors. And this is quite casually brought out in a life of the official account of Saturday's (Feb. 8) function at Lisbon, where one reads that from the chapel to the palace steps King Manuel followed the bodies, "wearing the uniform of a naval cadet"—surely the first King that was ever thus simply attired on such an occasion. A little while, no doubt, and the King of Portugal will be uniformed and decorated as is the way with monarchs to be; but the lone lad in the cadet's uniform is, somehow, kodaked in one's mind's eye, and in one's memory.

**THE PERJURY TRIAL.**

**LAI CHI CHIN'S AFFAIRS DISCUSSED.**

**HOW HE TOOK UNTO HIMSELF A WIFE.**

A very interesting story of how Lai Chi Chin, the well-known merchant, about whom so much has been written of late, took unto himself a wife, was related at the Magistrate's court yesterday, during the perjury trial which was adjourned from yesterday.

Readers will recollect that at yesterday's hearing Mr. Morrell, who appeared for the defendant—Chin Chun—raised several points in connection with the case and asked for the client's release on the ground that the document on which defendant was alleged to have committed the perjury was not taken by the Court translator, but by an interpreter. Also that the charge against the defendant did not come under the common law, or under the statute, as the latter did not apply to the Colony.

And in order to clear up these points the Court adjourned until today, when Mr. Bowley (the Crown Solicitor) amended the charge, from which we gathered that defendant committed perjury when he swore that Lai Chi Chin and his family had left their residence for Canton, when, as a matter of fact, they had not. Mr. Bowley then proceeded to show that the charge did come under the common law and quoted authorities at some length in support of his contention. Mr. Morrell argued that the Crown Solicitor was wrong, but the Magistrate (Mr. Gompertz) overruled him, and ordered the case to proceed.

The first witness, who was then called, and a young and rather good looking woman, dressed in Chinese silk clothes, tripped lightly into the witness stand. She admitted she was a Christian and was handed the Bible to take the oath. Speaking in English, she said she was Lai Chi Chin's wife, and lived at 37, Caine Road—the house of her mother, a Mrs. Quinn. Her husband lived there also, likewise her four sisters, three brothers, a sister-in-law, and her three-year-old boy.

Mr. Bowley—Had your husband any children by his first marriage?

The witness, who spoke in a slow and quiet tone, said: Yes, a boy.

Where does he live?—In Lung-shan, near Shun-tak.

On the 26th February your husband was arrested?—Yes.

Where were you then?—In Hongkong.

At 37, Caine Road?—Yes.

Did you leave the house that day?—Yes, after 5 o'clock in the afternoon, I went down to the firm.

What was the name of your husband's firm?—Wah Kee.

The defendant said that that morning Lai Chi Chin and family left 37, Caine Road and went to Canton. Is that true?—No.

Why did you go to the Wah Kee firm that afternoon?—Because I was told that a warrant was out for my husband.

When last were you in Canton?—Last September.

How long were you away?—A few days.

Did you know that your husband had an appeal case at the Supreme Court for the 2nd March?—Yes.

The Court is that hearsay?

Mr. Bowley—She was in Court. (To the witness)—Did you attend Court?—Yes.

Did you go there in order to give evidence?—Yes.

Were you called?—No.

Here Mr. Morrell took up the cross-examination and conducted it in a very quiet and smooth way, so much so that at times the Magistrate had to have the question repeated.

"What is your Chinese name?" was his first query.

"Ng Yueh Ha," the witness replied tartly.

Where did you learn your English?—In Australia.

Were you born there?—Yes, in Sydney.

How long ago have you returned?—Six years.

Are you a Christian?—Yes.

Mr. Morrell (to the interpreter)—Is she sworn?

The Court—Yes.

(Proceeding)—Were you married according to the Chinese law?—Yes.

Is that the marriage is not binding?—My mother-in-law would not have it performed in any other way.

Although you are a Christian?—Yes.

And you did not care?—No.

Where were you married?—In Canton.

Do you know the street?—No.

Do you know the date?—No.

Such an important event and you cannot remember the date or where the ceremony occurred?—No.

How old is your child?—About three years.

Can you remember the house in which you were married?—Yes. It was my mother-in-law's house.

That is to say your husband's mother?—Yes.

Does your husband speak English?—Very little.

You had a tutor to teach him English, did you not?—Yes.

Who was he?—Mr. Kane.

What did you pay him?—\$30 per month.

How many months did he teach him English?—Six or seven months.

Does Kane still visit the house?—Yes.

Does he draw any salary now?—No.

Since when?—Before the Chinese New Year.

Now, now, was it not before his case with the Tobacco Company?—No, before that.

If I remember reading the case he was still teaching up to that time?—No.

Can you describe the house in which you were married?—I don't think so.

Do you know how the bride—meaning you—was received in the house?—I don't know what you mean.

Is it not part of the Chinese ceremony to receive the bride?—I don't understand.

**THE AMENDING PUBLIC HEALTH BILL.**

**CHINESE LAND-OWNERS IN CONFERENCE.**

An informal meeting of Chinese land-owners was held this afternoon at the invitation of the Hon. Mr. Ho Fai and the Hon. Mr. Wei Yuk, the object of the meeting was to consider the draft Bill in amendment of the Health and Buildings Ordinance read a first time at the last meeting of Council. It was decided to request the Chinese Commercial Union to have the Bill translated into Chinese to enable the Chinese land-owners to consider its provisions before discussion.

**REGIMENTAL INSPECTION.**

At 9.30 this morning, H.E. Major-General Broadwood, C.B., accompanied by Lieut. E. H. Bonham, A.D.C., arrived at the Murray Barracks Parade Ground to inspect the 3rd Battalion Middlesex Regiment. There was a general salute, after which H.E. inspected the Regiment, the Band playing meanwhile. H.E. addressed a few words to the Officer Commanding, and praised the men on their smart appearance. The men were in marching order.

**CANTON DAY BY DAY.**

**STAMP DUTY.**

[From Our Own Correspondent.]

Canton, 10th March 1908.

In accordance with instructions from the Luchuanpu (Ministry of War) ordering him to levy a stamp duty at an early date in the province of Kwangtung, H.E. the Viceroy has given directions to the Provincial Treasurer and the Provincial Judge and all the official departments to jointly ascertain the possibility for the introduction of the new taxation duty and to report on the subject without delay.

**WHISTLE-USEANCE.**

The police authorities have again issued proclamations to stop the people from blowing their whistles when there is no occasion for it, and state that only in case of fire and where police interference is required that the whistle should be blown.

**PIRATES CAPTURED.**

The local officials of the prefecture of Wei-chow wired yesterday to the Canton authorities reporting that twelve pirates were captured on the East River together with a quantity of arms and ammunition which were in their possession. The despatch requested instructions to deal with the bandits.

**BRITISH FLAG ON CHINESE LAUNCHES.**

During the past two weeks about twenty of the Chinese-owned launches running on the inland rivers are known to have changed their colours from the British to the Dragon flag, as the outcome of the recent agitation.

**ANOTHER OPIUM REFUGE.**

The committee of the Canton Chun Mo Anti-Opium Society (an association which first started the anti-opium agitation in Canton) are also contemplating the building of a refuge for the admission of opium smokers, who may desire to rid themselves of their obnoxious habit. A site has been selected for the proposed building. It is reported that, when this institution is opened, applicants will have to be completely rid of their vice within one month.

**A SCHOOL FUNCTION.**

A large number of students of the Provincial High College, which is situated in the large building of the Kwang Ngar Shi Yuen at Saltsun, have recently completed their course of studies in the preparatory school, and H.E. the Viceroy, together with the Provincial Treasurer, the Provincial Examiner, the Kwangchow Prefect, the magistrates of Nanchi and Panyu and other officials, were to-day present at the College on the occasion of the granting of certificates to the different students. The certificates were handed to the students by H.E. the Viceroy, after which addresses were given by H.E. and others. At the conclusion of the ceremony, all adjourned to a banquet. A group photograph of H.E. the Viceroy and other officials together with the teachers and students was then taken, after which H.E. left for his yamen.

**A COLLAR.** Pao Shing, who admitted stealing fourteen blue eyes lamps from a lawlor on board the Canton steamer Paul Ross, last night, got six weeks' hard labour and four hours' stocks, this morning, at the Police Court.

**RUN ON THE PEARL RIVER.**

**HOW THE "ALACRITY" WAS WHIPPED BY A RIVER STEAMBOAT.**

On the occasion of the recent visit of H.M.S. Alacrity, the Admiral's despatch boat, to Canton, an incident occurred which had its humorous side, although it may not be appreciated by the gallant tars who were the sport of the ribald. Indeed, it is perfectly safe to say that in recounting the story the narrator would be wise to do so in the absence of any of the Alacrity's crew. The Alacrity, with Admiral Sir A. W. Moore on board, had left Canton for Hongkong, and was well on the way to this port, when one of the river boats was sighted making great head-way in pursuit. Accompanied by a torpedo boat, the Alacrity was making easy progress down the Pearl River, headless of competitors, but the river steamboat, incited apparently by the enthusiasm of the Chinese passengers, came to the conclusion that the Alacrity was bent on making the pace to Hongkong. Now, it should be understood that one of His Majesty's men-of-war is extremely supercilious when a passenger boat is in question, and would doubtless consider it *infra dig.* to enter into a race competition. Moreover, the officers, knowing their strength in emergencies, and regardless of anything but official orders, are not compelled by force of circumstances or the exigencies of trade to make sport in order to show what their vessel can do. But it is otherwise with a river boat. There is a fine healthy rivalry on the river which induces every shipmaster to get ahead of his competitors at all hazards and there must occasionally be some exciting incidents on the eighty-mile run, when two or more of the river leviathans come together. For the average passenger demands that the vessel by which he travels must be recognised as the greyhound of the estuary and, in this cold weather especially, finds his blood grow warm as the chances of being overtaken or overtaking another steamboat recede or increase. The Alacrity, however, held on her peaceful way undisturbed while, from what we can learn, the on-coming steamer was seething with animation, as the thick black smoke poured from her funnel. Of course there could be but one result—the racing craft overhauled the Alacrity, and, as she passed the Admiral, the Chinese passengers enjoyed themselves to the height of their heart's desire by howling sarcastic remarks at the sailors regarding the snail-like pace of the despatch boat. Not that the man-of-war's men could understand what was being said, but the tone of the passengers who crowded the rails of the river boat admitted of but one construction. And what was worse, to make their meaning clear, the Chinese from Canton secured by some unknown diplomacy some cables-length of hawser, which was jeeringly thrown overboard, and the crew of the Alacrity were good-naturedly invited to accept a tow to Hongkong. Can anybody realise the scorn, the silent contumely which the men of the despatch boat heaped on the land lubbers who dared to insult the pride of the river? Their wrath, all the more bitter because it was restrained, kept boiling over, and deep mists have been the epithets cast on the waters by the Jack Tars, doomed to impotent silence. But what a picnic there would have been had they been allowed full scope to return libel for libel, to show what a real sailor can do, when it comes to giving expression to the most modern brand of copper-lined, brimstone-bottomed, nickel-plated, straight-from-the-nether-regions specimens of what an adept can do in the way of condemned denunciation. However, that was impossible under the circumstances. All the jolly tars could do was to gaze serenely on the horizon, as if they were oblivious to all that was in progress, and look as if they were ruminating on the pleasures of their last trip ashore, or wondering what the next menu would contain. The river steamboat gallily forged ahead, the only regret of the passengers being that they hadn't a brass band and some bunches of crackers aboard. The Alacrity and the torpedo boat, which could have given the passenger steamer fits in the way of speed, pursued their placid course like the labourer who used to slowly plod his homeward way. By and by the hawser was drawn aboard, amid the faintly heard howls of the triumphant Chinese and presently the vessels were out of speaking distance, whereupon the incident was at an end. Now, what some people would like to know is—was it the Admiral's thought about it all, or was His Excellency so immersed in international affairs that he never heard of it?

**MISSING ACCOUNT BOOKS.**

**CHINESE BUSINESS MAN ARRESTED FOR THEFT.**

A Chinese business man, giving the name of Kwok Tso, was apprehended yesterday afternoon in the Central district, by Detective Sergeant O'Sullivan, on a charge of theft. The warrant on which he was arrested was issued by Mr. F. A. Hazeland on the 5th instant, but was only executed yesterday when Kwok Tso returned from Canton. The charge against him was that of stealing the account books, partnership books and the chops of the Kwong Fook Cheong shop.

Kwok Tso, it is alleged, was at one time the managing partner of the Kwong Fook Cheong. Lately, it is asserted, a dispute—over what is not yet known—arose between the partners. As a result of this trouble Kwok left the Colony a week ago, and about that time the firm's books and chops disappeared. Suspicion fell on Kwok, who was arrested as mentioned above.

At the Police Court, this morning, he pleaded not guilty to the charge. Mr. Reginald Harding presided. A week's adjournment was asked for, and allowed by Mr. Hazeland. Bail in the sum of \$50 was agreed upon.

**THE "TATSU MARU."**

**AGITATION IN CANTON CONTINUED.**

**GUARDING OFFICIAL SECRETS.**

[From Our Own Correspondent.]

Canton, 11th March, 1908.

The Canton Self-Government Association has again convened another meeting to take place on the 12th instant, for the purpose of adopting further measures to protest against the Japanese demand for the release of the *Tatsu Maru*. The League has also dispatched telegrams to the different ports to representative bodies of Chinese residing there, laying stress on the importance of the case and requesting all Chinese people to co-operate in their action so as to strengthen the hands of the Government in dealing with the case in an effective manner.

It is reported that the Japanese had dismissed two members of the Japanese yamen, for having disclosed confidential matters relating to the negotiations in reference to the *Tatsu Maru* case.

**JAPANESE PATIENCE IN RAILWAY.**

The Japan Chronicle of the 10th inst. says:—The Chinese continue to maintain the attitude of the *Tatsu Maru* and the Japanese to fulminate against it. A Tokyo dispatch states that Mr. Hayashi, Japanese Minister in Peking, acting under instructions issued by the Tokyo Government on the 23rd ultimo, has been pushing forward negotiations for the release of the *Tatsu Maru* and means for obtaining redress for the seizure, but the Chinese Government has been procrastinating in the matter and endeavouring to protect the negotiations without giving any definite answer. On the 27th ultimo, the Japanese Minister stated that his patience was exhausted and entered upon what is described as "rigorous negotiation." It is stated that the Chinese government does not absolutely insist that the Chinese authorities were right in seizing the steamer, and the settlement of the question will probably be eventually left to the Viceroy of Kwangtung for settlement. The message adds that the Japanese Government may send a squadron to back up the demand, it is making on the Chinese Government.

The cruiser *Tsumi* is reported to have left Shanghai for Hongkong on the 26th ultimo.

The *Alacrity's* Peking correspondent states that according to the Portuguese-Chinese Treaty signed in March and December, 1893, the place where the *Tatsu Maru* was seized is within Portuguese waters, over which the Chinese authorities have no jurisdiction. The Japanese Minister has communicated to the Waliwup the Portuguese view, adding that further delay in the settlement of the question would only tend to magnify the responsibility which is being incurred by the Chinese authorities.

It seems to us that the whole matter is one for law and evidence to decide. The Japanese determination to force the claim does not say much for a belief in the inherent justice of their case.

**CORRESPONDENCE.**

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

**ARTS AND CRAFTS EXHIBITION.**

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Dear Sir,—I should be very much obliged, if those ladies and gentlemen who are of opinion that it is desirable that another Arts and Crafts Exhibition should be held in this Colony next autumn would kindly meet and confer with me on the subject at City Hall on Wednesday next, the 18th March, at 5.15 p.m.—Yours faithfully, H. E. POLLOCK.

11th March, 1908.

**STRANDING OF THE S.S. "CHINGPING."**

The *Chfoo Morning Post* of 3rd inst. says:—News was brought here early on Sunday morning by the S.S. *Sikang* of the wreck of the Chinese-Engineering and Mining Company's steamer *Chingping* commanded by Captain Watson.

From one of the passengers of the *Sikang* we learn that when they were passing the S. E. Promontory signals were flying that a steamer was ashore requiring assistance. Cap. Heller of the S.S. *Sikang* immediately altered his course and proceeded to the stranded vessel which we found to be the *Chingping* badly ashore on a small island of rocks about five and a half miles to the south west of the S. E. Promontory.

They approached to within two hundred yards of the ill-fated vessel and took from shore the passengers, consisting of 1 foreigner and 23 Chinese, as well as 155 bags of mails all destined for Chinwangtao. From the passenger on the *Chingping* it was learnt that the vessel struck at about midnight on the 27th February during a fog; the sea was calm but there was a heavy swell. When the vessel first struck it was at high tide and the impact was so great as to dislodge her foremast, which was later on cut free and cast overboard. No confusion whatever prevailed, everyone remained on board until daylight, when the passengers and mails were conveyed to the mainland where they remained, until picked up by the *Sikang*.

The vessel is in a sheltered position from all northerly winds, but is liable to fair, badly should a gale come up from another direction. The after part of the vessel is afloat in about seven fathoms of water and it is feared that she may break free and founder should any bad weather be experienced.

Mr. F. J. Curran, Lloyd's agent, left here on Sunday evening on the S.S. *Shikoku Maru* to commence salvage operations and the Chinese torpedo cruiser *Fuying* was despatched yesterday to the scene of the disaster. We also hear that the S.S. *Arcton* has been sent from Shanghai to render assistance.



## Telegram.

[Reuter's.]

## The Kaiser's Letter.

London, 10th March.—Lord Lansdowne, in the House of Lords, supported the non-publication of the Kaiser's letter to Lord Tweedmouth.

There is a general disposition to regard the incident as closed.

Lord Rosebery denounced as insane, references from an impulsive piece of banter which placed us in an extremely ridiculous position.

No-one outside a lunatic asylum in Germany would think that the idea ever entered the Kaiser's head of influencing the British Estimates; he wanted the Anglo-German press to realize their responsibilities, and not lash both nations into a state of soreness gravely endangering the peace of Europe.

Later.

## The British Navy Estimates.

In the debate in the House of Commons on the Navy Estimates, Mr. Balfour blamed the Government for not pushing on the works at Rosyth, and urged the construction of ships on the largest scale, in view of the German programme.

Mr. Robertson, Parliamentary Secretary of the Admiralty, said that Great Britain in 1910 would have nine Dreadnoughts and 3 Invincibles as compared with Germany's 4 and 2 respectively; with France's 3 and nil respectively.

Great Britain in 1911 would have 14 against 12 of Germany and France combined.

The Navy was efficient.

The Estimates were voted.

## ROYAL ARTILLERY REGIMENTAL SPORTS.

The opening day of the R. A. Regimental Sports took place this afternoon on the United Service Club's ground, at Kowloon, in the presence of a large gathering of interested spectators. Among those present were: Major Stephenson, Major Perry, Capt. F. S. Butcher, Lieut. Waller, Lieut. A. W. Chapman, Lieut. O. C. R. F. H. Lieut. H. L. F. Dimmock, Lieut. P. O'Sullivan, Sub-Maj. Mahomed Dip, 1st Cl. Mr. Gr. Little, R. M. S. Thorp, Sergt. Spencer, Sergt. James, Sergt. D'Arcy and C. S. M. Race.

During the sports, the Band of the 3rd Battalion Middlesex Regiment played the following selections of music:—

1. March, "Pas de Diable" (Summer).
2. "The Blue Bird" (Lamby).
3. "The Blue Bird" (Lamby).
4. "The Blue Bird" (Lamby).
5. "The Blue Bird" (Lamby).
6. "The Blue Bird" (Lamby).
7. "The Blue Bird" (Lamby).
8. "The Blue Bird" (Lamby).
9. "The Blue Bird" (Lamby).
10. "The Blue Bird" (Lamby).
11. "The Blue Bird" (Lamby).
12. "The Blue Bird" (Lamby).

The opening events and results were:—

1. Long Jump. Prizes, \$3, \$4, \$2.
1. Gr. Canter (Distance 18 ft. 1 in.).
1. Bomb. Cast.
1. Gr. Williams.

Throwing the Cricket Ball. Prizes, \$5, \$5, \$5.

1. Gr. Thomas.
2. Corp. Wright.
3. Gr. Kattrick.
- Gr. Thomas got in a very good throw of 109 yards.

Hurdle Race. Heats of 3 hurdles, 120 yards, 10 flights.

1. Gr. Thomas (28 secs.).
2. Gr. Canter (30 secs.).
- Half Mile, K.G.A. Prizes, \$12, \$8, \$1.
1. Gr. Thomas (2 min.).
2. Gr. Evans.
3. Gr. McFarlane.

Tug-of-War. (First round). 10 men a-side, limited to 12 stone 12 lb. Pull, best 2 out of 3. Open to teams drawn completely from a company R.G.A., European in company or any ship.

This contest was most exciting. The 88 and F3 Companies were the first two teams to enter. Winner, Ery Coy. In the second, the 87th Coy. and the G. Company Camerons were the two opposing teams. At first, the Camerons showed unmistakable signs of winning. Toward the end, however, they gave way, and the 87 Company came out victor.

During the events, the 100 R.G.A. men, dressed as negroes, kept passing funny remarks and altogether enjoying themselves at the expense of the spectators and those who were taking part in the sports. They seemed to be highly pleased with themselves, and whenever they noticed that no one laughed at their jokes, they did the laughing themselves. They did not miss the opportunity of bumping against their officers, and along with them, they did full justice to their position as clowns of the occasion.

The sports are proceeding as we go to press.

The following information regarding the Chinese bankruptcy code is transmitted by Consul Wilbur T. Gracey of Tsingtau: Recent local news papers announce the appearance of an extremely useful little pamphlet containing a translation of the Chinese bankruptcy code of 1905, by Chang Nih-Yun, with an editorial by a prominent solicitor in Shanghai, who is a well-known authority on Chinese law. The editor points out that in 1905, when imperial assent was obtained for this code, it was a time when the cry of reform was loud and urgent, and the code, though containing the comparatively small number of sixty-nine articles, as against the voluminous English bankruptcy enactments, makes a laudable step in the right direction by placing on record a set of rules to govern the insolvent of Chinese subjects and opening for them a way to clear themselves of their debts, instead of allowing them to merely languish in prison, possibly for years. The code was the work of certain Chinese students educated in Japan, and was revised by Wu Ting-fang, ex vice-president of the Bureau of Foreign Affairs of China, also the first Chinese barrister at the English bar who was recently appointed Chinese Vice-consul at Tsingtau.

## THE LEGISLATIVE COUNCIL VACANCY.

## A POPULAR CANDIDATE.

MR. MURRAY STEWART TO BE NOMINATED.

It is with much satisfaction that we have to briefly announce that there is every probability of Mr. Murray Stewart, the popular and able chairman of the Hongkong branch of the China Association, being prevailed upon to accept nomination as representative of the Chamber of Commerce on the Legislative Council during Mr. Hewitt's absence. Mr. Murray Stewart's candidature should be a most popular one.

## NEW STEAMSHIP LINE.

FOR AMERICA-CHINA TRADE.

The Chicago, Milwaukee & St. Paul railway will shortly begin an active campaign for a large share of the traffic between Seattle and the Orient. President A. J. Bailing said that J. H. Hiland, third vice-president of the road, in charge of the traffic department, and F. A. Miller, general passenger agent, had been sent to Yokohama, Japan, to investigate trade conditions and to report to the management.

"Negotiations have been made for a line of steamships to the Orient," said Mr. Bailing. "Mr. Hiland and Mr. Miller will investigate trade conditions across the Pacific and the possibilities of the development of trade between the United States and Japan and China. The mission of Mr. Hiland and Mr. Miller is not to contract for vessels—that is a matter to be taken up by the company at a later date. However the action of the Chicago, Milwaukee & St. Paul will depend to a large extent upon their report."

Mr. Hiland and Mr. Miller sailed on 30th Jan. for Yokohama from San Francisco.

President Bailing said that within sixty days trains will be operated on the line as far west as Butte, Mont. It is his purpose to go over the line from Montana eastward on his way back to Chicago.

"The tunnel south of Butte is nearly finished," he said, "but whether it is done when the remainder of the line is completed does not matter. Track can be laid around the tunnel easily, and the opening of the line to Butte will not be delayed."

"Construction work is progressing rapidly all along the line and the pace will be kept up until the road reaches Puget sound. We have not considered it necessary or expedient to start the work for a terminal here as yet, and doubtless shall not until the road building has been nearer finished. We expect to complete the extension to Seattle early in 1909."

POLICEMAN O'CONNOR, of the Water Police Station, arranged a birthday named Mak Shing, held at Mr. F. A. Hazeland in the Police Court, this morning, and charged him with being in possession of three muskets, twelve pounds of powder and two boxes of percussion caps without a permit. The stuff was found hidden on board defendant's junk while the police were in search of opium. Defendant pleaded guilty, and was fined \$150. The alternative was six months' gaol.

READERS may be reminded that at 5:30 p.m. tomorrow a public meeting will be held in the City Hall under the auspices of the Missions to Seamen. His Excellency Sir Frederick Lugard will preside, and among those who will address the meeting there will be Admiral Sir A. W. Moore, Bishop Lander and others interested in the work of catering for the wants of those who go down to the sea in ships. It is to be hoped that those who appreciate the admirable work done by the Rev. J. H. France will attend and ensure the success of the gathering.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

- |                      |       |
|----------------------|-------|
| H. N. Mody           | \$ 25 |
| W. Armstrong         | 5     |
| J. M. Baza           | 5     |
| Baretto & Co.        | 5     |
| A. Chazalon & Co.    | 5     |
| M. H. Elias          | 5     |
| C. H. Grace          | 5     |
| Eric George          | 5     |
| Guedes & Co.         | 5     |
| B. Brotherton Harker | 5     |
| C. C. Pickling       | 5     |
| J. I. Haver Depze    | 5     |
| Jorge & Co.          | 5     |
| P. S. Jamieson       | 5     |
| R. S. Pirey          | 5     |
| F. W. Warre          | 5     |
| E. D. Kotewal        | 2     |

NEITHER the public of Singapore, Penang and Malay States are prepared to support *The Motor Car and Athletic Journal* is not for us to say, but the first number which has just come to hand is certainly a most promising one.

In the Straits where the roads are good and are kept in excellent repair, motoring has long passed the hobby stage. Everybody who can afford it, and probably some who cannot, owns a motor car, and uses it for business as well as pleasure. Again nearly everybody is interested in some form of sport, or pretends to be, and the new journal, which will appear monthly, should suit them in a "t." It is admirably got up in magazine form, the writing is fresh, vigorous and pacy, the subjects are dealt with in a knockable style, the illustrations are clear and interesting and there is an air of breeziness and homeliness about it all that exactly suits the shires discussed. There should be a field and a future for *The Motor Car and Athletic Journal* and it certainly has our unqualified wish for success and our admiration for the enterprise of the proprietor, Mr. E. Pingle. It is well printed on fine paper and is a credit to the *Strait Times* Press, who are responsible for its production. The price is 50 cents per copy.

## THE "DIRECTORY AND CHRONICLE."

AFTER FORTY-SIX YEARS.

We thoroughly envy the writer whose task it was forty-six years ago to draw attention for the first time to the merits and invaluable qualities of the *Directory and Chronicle* which is annually issued from the office of our esteemed contemporary, the *Hongkong Daily Press*. Were it not that it might seem hackneyed, we might remark that age cannot wither nor custom stale the infinite variety of its usefulness. To most people engaged in the commercial life of the Far East, the *Directory & Chronicle* is a perpetual source of inspiration and instruction, and from the newspaper writer's point of view it is probably the most essential publication which comes to lighten his burdens. Of course, the *Directory* is no light-weight; it is not one of those pamphlets which can be carried about in the waistcoat pocket, for as a weighty tome it has not its equal in this part of the world. Every year sees it adding to the number of its pages, until now it approaches the 1800 p.p. mark. Its information is brought up to date, and from all that we have seen its statistical records are entirely to be relied upon. It is possible that here and there slips may have occurred, but after several weeks' use we must confess that we have failed to find any. Perhaps the only section in which there may be omissions is that devoted to "Foreign residents," but that was only to be expected, and after all, people do not always turn to that section in the first instance when they desire to discover where individuals are to be found. But that apart, there are many names which will be missed, names of those who have retired from the commercial life of the Far East, either to spend their days in the enjoyment of life in the homeland, after a period of faithful service, or to sleep the sleep of the just in the country of their adoption. The section which deals with treaties, Orders in Council and all the rest of diplomatic arrangements, continues to expand, and should prove of use to those who have occasion to refer to it. As a matter of fact, a casual perusal of the *Directory* discovers it to be such a mass of curious and interesting information on things Oriental that the reader is apt to prolong his study of the introductory narratives which precede the various settlements and cities where the foreigner has settled down to work. No praise can be too high for the admirable manner in which the compilers have performed their task, and we heartily congratulate the *Hongkong Daily Press* as the publishers of the *Commercial and Industrial Directory* of the Far East.

## HOME FOR THE BLIND.

ANNUAL REPORT.

From the annual report for 1907 of the Hildesheim Missionary Society for blind girls in China, we make the following extracts:—The Committee at home complained that the gifts had come in more sparingly, so that they had not the money in hand to pay the necessary expenses for the Blind Home; but friends here had all the more faithfully cared for us and the two last months of the year brought us to \$700, for which and for all the gifts sent to us throughout the year we are heartily grateful.

We are very thankful to say that this year the health of the children has been much better than last year. Still five children died, two elder ones of consumption, one of these was in a dying condition last year.

An eight-year-old child died suddenly of beriberi, two others were ill with the same disease but recovered. A little deaf and dumb child died after being a very short time with us and the fifth died from an ulcer in her stomach. We had one very bad case of small-pox, but thanks to the good care and nursing of this child in the hospital she recovered. We owe our thanks to the Doctors and Sisters in the Civil Hospital for all the kindness and care which they have shown towards our children when they have been in hospital, and also to the German Doctors Just and Hoch for their willingness in coming and attending to the children in times of sickness.

We were able to take in sixteen new children so that our number is now sixty-eight in the house, some of these have been thrown away by their parents and they have been found in the streets; others have been brought by their parents who have parted from their children with heavy hearts, yet thankful that they could leave them with us and so escape the sad fate to which headstrong parents condemn such children. Many of the parents who do not live too far away, come and see how their children are getting on and are very astonished when they find that they can read and write.

The teaching has been the same as in former years: religion, arithmetic, reading, writing, memorizing, geography and knitting, also singing and playing the harmonium. We were very thankful for so many orders for warm jackets, capes and children's things so that the children were always kept busy and were able to earn a little. We should like to remark here that what we get for the work is not clear profit; we have to take off each article a certain amount for the wool which is ordered from Germany and comes out in our Christmas case.

We were very glad and surprised by the large gift from the "Children's Ministering League" and we should like to thank them all once more for their kindness. Again we have to thank the members of the Chinese Dorcas Society who have so kindly provided us with so many clothes for the children. This is always such a help to us, for to clothe seventy children is not an easy task. Besides the clothes we received from the ladies of the above Society \$35. The gift from Mrs. Sze-zai's pupils was also very welcome, also the \$125 which was given to us by Frau Gok and friends. We have also to thank Mr. Weissmann for the cakes and Mrs. Chan for vegetables sent to the children. Also the firm of Messrs. Scott & Co. for five sacks of flour, which was a great help to us.

## A THIEF'S DOWNFALL.

EXCITING CHASE AT WEST POINT.

An exciting chase, starting from the top of Hill Road, down as far as the waterfront, through Fricco street, and to Des Voeux Road, West where it ended, took place at day-break, today, between a *lukong* and a suspicious character. The *lukong*, it appears, was standing on duty at the top of Hill Road at about six o'clock waiting to be relieved when he saw a man come out of a side lane carrying a bundle which was slung over his shoulder. Becoming suspicious he called on the man to stop, while he hurried up to him. The man with the bundle refused to hear and continued along, perhaps a trifle faster. The *lukong* gave chase and the race opened. Round corners through side lanes the parties raced until Des Voeux Road was reached again when the coolie under-estimating the distance between the sidewalk and the shaft of a ricksha, tripped over the latter, and went sprawling into the street. He remained there panting and puffing until the arrival of the *lukong* who removed him, and the bundle, to No. 7 Police Station. The bundle was found to contain one blanket, a silk quilted jacket, a cotton jacket, a bed curtain, a handkerchief and a woman's silk coat. After much questioning the coolie, who gave the name of Tang I, admitted stealing the stuff from 5, Hill Road, having entered the house by scaling the wall at the rear of the building. The inmates of the house had just discovered their loss when the police called to inform them of the robbery. Tang was sentenced, at the Police Court, this morning, to six weeks' imprisonment and to be exhibited in the stocks for four hours.

## OSAKA SHOSHEN KAISHA.

As our readers will be aware, says the *Japan Chronicle*, the Osaka Shoshen Kaisha has a scheme on foot to open a regular steamship service between Japan and America. Six steamers for the new line, each of 9,000 tons, are being built, three at the Mitsu Bishi Yard, Nagasaki, and three at the Kawasaki Yard, Kobe. The Osaka Shoshen Kaisha has approached existing railway companies in America with a view to securing a special railway connection should be made, but all were found to have such connections already, and were not in a position to accept the proposal. It appears, however, that the Chicago, Milwaukee, and St. Paul Railway Company has decided to extend its line to Tacoma on the Pacific coast, and has already commenced the work of construction. In order to make a connection with steamship services, negotiations have been entered into with the Osaka Shoshen Kaisha, and the Vice-President of the American railway company is now in Kobe for the purpose of consulting with Mr. Akahashi, President of the Osaka Shoshen Kaisha, as to the scheme. The first questions to be asked upon the part of the steamship service, whether this should be to Hongkong, Shanghai, or Tientsin, the rate of freight, and what quantity of freight each company would be able to guarantee. When these questions have been agreed upon, each company will begin preparations for opening the new connection between America and the Orient. There are so many lines now running across the Pacific that when this new service is opened it is expected that keen competition will arise.

## VOLUNTEER CORPS OF DRGS.

ALL UNITS.

Parade.—At headquarters at 5:30 p.m. on Monday, the 10th instant, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

## ARTILLERY UNITS.

Parade.—At headquarters at 5:30 p.m. on Tuesday, the 10th instant, for infantry drill. Sergt. Bassford, R.G.A., will attend.

Parade.—At headquarters at 5:30 p.m. on Wednesday, the 11th instant, for infantry drill. Sergt. Cork, R.G.A., will attend.

Parade.—At headquarters at 5:30 p.m. on Friday, the 13th instant, for Maxim gun drill. Sergt. Bassford, R.G.A., will attend.

Note.—Rifles with slings attached should be brought on these parades to practice slinging and unslinging arms.

## ENGINEER COMPANY.

Parade.—At West Fort, Kowloon, at 6 p.m. on Wednesday, the 11th instant, for technical instructions.

## TAKOON DETACHMENT.

Parade.—At Takoon, at 5:30 p.m. on Thursday, the 12th instant, for Maxim gun drill. Rifles with slings to be taken on parade. Sergt. Cook, R.G.A., will attend.

## LEFT HALF NO. 2 COMPANY.

It is notified for information that the fourth shoot of the series of monthly competitions will take place at Tai Hang Range on Sunday next, the 15th instant, at 9:30 a.m.

## JOINED.

Mr. E. L. Shaw joined the Corps on the 4th March, 1908, assigned Corps No. 106 and posted to the Right 4 No. 2 Company.

## RESIGNED.

Gunner F. T. Chapple is permitted to resign with effect from the 6th March, 1908.

Gunner F. A. Brown is permitted to resign with effect from the 9th March, 1908.

## ORDERLY OFFICER.

Fit, week ending Saturday, 21st March, Lieut. W. M. Scott.

## O. O. C.'S INSPECTION.

Parade.—At headquarters at 2:45 p.m. on Saturday, the 13th instant.

Dress.—"Marching Order." Khaki, khaki helmet with badge, waist belt with sidearms, a pouch, bandolier, coat in coat straps, mess tin, cover, rifle and sling, water bottle, haversack, putties and black boots.

Medals will be worn by those in possession of them.

Notes.—Every member of the Corps must be present at this parade, unless prevented by sickness or stress of business, in which case a medical certificate or a letter from employer stating cause must be provided.

## To-day's Advertisement.

NOTICE.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

SPECIAL MEETING of the Members will be held on TUESDAY, the 17th March 1908, at 11:00 a.m. in the U.I.A. Chamber of Commerce Room, City Hall, to nominate a Member to fill the place of the Hon. Mr. A. HAYES during his absence of absence granted to him by His Excellency the Governor.

Notice in writing of the names of candidates, and of their Proprietors and Secondors, to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order,

E. A. M. WILLIAMS, Secretary.

Hongkong, 12th March, 1908. [31]

## To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.)

Apply to—  
THE COMPRADE DEPARTMENT,  
Jardine, Matheson & Co., Ltd.,  
Comptroller Road Central.  
Hongkong, 24th February, 1908. [188]

TO LET.

OS. 4, 6, & 8, LEIGHTON HILL ROAD.

Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 14th January, 1908. [126]

TO LET.

A HOUSE in KNOTSFORD TERRACE Kowloon.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
Hongkong, 1st March, 1908. [67]

TO LET.

CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.

First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—  
DAVID SASSOON & CO., LTD.,  
Hongkong, 25th February, 1908. [257]

TO LET.

ONE LARGE ROOM, with Verandah, Bath-room and Servants' Quarters, Separate entrance. Suitable for two Bachelors. Magnificent view of the Harbour.

Apply to—  
"ANS SOUCI,"  
19, Robinson Road  
Hongkong, 6th March, 1908. [103]

TO LET.

OFFICES on TOP FLOOR, No. 1, COMNAUGHT ROAD, facing the Cricket Ground.

HOUSES in WONG-NEI-CHONG ROAD, No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

HATHERLEIGH, Conduit Road.  
A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWNS in PRAVA EAST, BLUE BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 4th March, 1908. [69]

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAVA EAST, near East Point.

Apply to—  
JARDINE, MATHESON & CO., LTD.,  
Hongkong, 19th October, 1907. [160]

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course with easy access to the Lower Level Tramway. Rent moderate.

FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.  
Apply to—  
PERCY SMITH & SETH,  
Hongkong, 16th December, 1907. [72]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
Hongkong, 1st March, 1908. [159]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.

Apply to—  
E. D. SASSOON & CO.,  
Comptroller Department,  
Hongkong, 29th January, 1908. [177]

## SHIPPING AND MAILS.

MAILS OUT.

Indian (*Kumintang*) 13th inst.  
French (*Tourane*) 16th inst.  
Canadian (*Montreal*) 27th inst.

The Imperial German Mail s.s. *Prins Heinrich*, which left here on 12th ult., at noon, arrived at Genoa on 10th, at 6 a.m.

The Silk s.s. *Empress of Japan* which left Hongkong on 11th ult., and Yokohama on 12th ult., arrived at New York on 10th inst., thus making a transit of 26 days from Hongkong and 19 days from Yokohama.

## Intimations.



THE

ROBINSON PIANO

CO., LD.

AGENTS

FOR THE

FAMOUS

"VICTOR"

TALKING

MACHINES.

A comprehensive stock

OF

MACHINES &amp; RECORDS.



Hongkong, 27th February 1908.

PEAK TRAMWAYS COMPANY LIMITED.

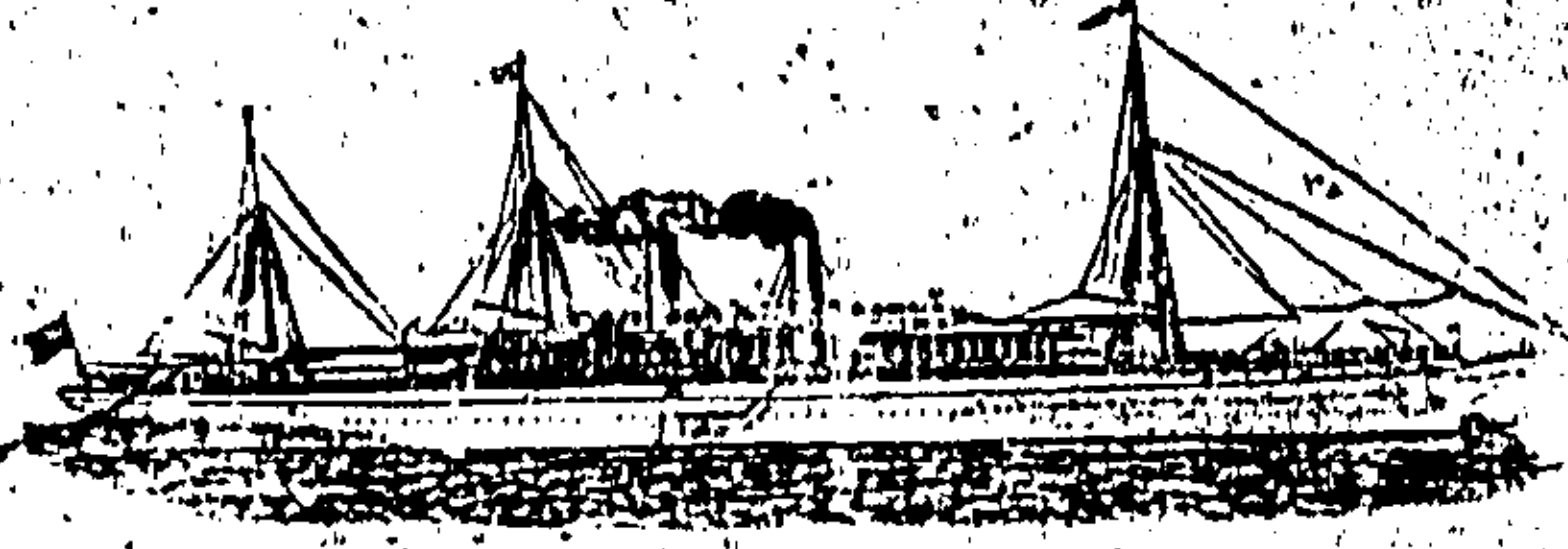
TIME TABLE.

WEEK DAYS.

7:00 a.m.  
7:30 a.m. to 9:30 a.m. Every 10 minutes.  
9:30 a.m. to 11:00 a.m. Every 15 minutes.  
11:30 a.m. to 12:45 p.m. Every 15 minutes.<



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.  
The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific in the "Empress Line." Saving 5 to 10 Days Ocean Travel.  
11 Days YOKOHAMA to HONGKONG. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS: (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	3,700	WEDNESDAY, April 23rd	April 23rd
"EMPRESS OF JAPAN"	3,700	THURSDAY, April 24th	April 27th
"EMPRESS OF AUSTRALIA"	3,700	WEDNESDAY, April 23rd	May 16th
"EMPRESS OF CHINA"	3,700	THURSDAY, May 7th	May 25th
"EMPRESS OF HOLLAND"	3,700	WEDNESDAY, May 20th	June 18th
"EMPRESS OF GERMANY"	3,700	THURSDAY, June 4th	June 22nd

S.S. "EMPRESS" and "GLENFARG" are Freighters only and do not carry Passengers.  
"EMPRESS" steamships depart from Hongkong at 4 P.M. S.S. "MONTEAGLE",  
"LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI-NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.  
Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class on "Railways", via St. Lawrence £40. Via New York £42.  
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.  
R.M.S. "EMPRESS" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all points at and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
HONGKONG, 12th March, 1908.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA, SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 13th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 13th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KIWONGSANG"	TUESDAY, 17th Mar., Noon
SINGAPORE, PENANG, CALCUTTA, KANTON	"KIWONGSANG"	TUESDAY, 17th Mar., Noon
SINGAPORE, PENANG, CALCUTTA, KANTON	"KIWONGSANG"	THURSDAY, 19th Mar., 3 P.M.
MANILA, SHANGHAI, YOKOHAMA, KOBE	"YUENSANG"	FRIDAY, 20th Mar., 4 P.M.

RETURN TOURS TO JAPAN AND BACK.  
OCCUPYING 24 DAYS.  
The steamers "Kiang" and "Kiang" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe. The vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.  
These steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LD.,  
General Managers.  
Hongkong, 12th March, 1908.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO	"KALGAN"	13th Mar., daylight.
NEWCHWANG	"KWEIYANG"	13th " Noon.
MANILA, ZAMBOANGA & COLONIES	"TSINAN"	14th " 5 P.M.
NINGPO & SHANGHAI	"LUCHOW"	15th " daylight.
HAIPHONG	"HUPEH"	15th " 10 A.M.
TSINGTAU & NEWCHWANG	"NANCHANG"	16th " 4 P.M.
MANILA	"TAMING"	17th " "
SHANGHAI	"Y CHOW"	17th " "
CEBU & ILOILO	"KAIFONG"	20th " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, 12th March, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon midships.—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 14th Mar., at 4 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st Mar., at Noon.
RUBI	2540	Almond	"	SUNDAY, 28th Mar., at Noon.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 12th March, 1908.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS and SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"SAINT PATRICK"	About the 16th March, 1908.

For Freight and further information, apply to  
SHEWAN, TOMES & CO.,  
General Agents.  
Hongkong, 12th March, 1908.

## Shipping—Steamers.

CIE. DES CHARGEURS  
REUNIS.

## Round the World Line.

S.S. "CELVAN," Capt. Josan, due here on or about the 15th March, will be despatched a few days later.

THIS Steamer, Twin-screw, 15,000, is Newly Built and has Superior Accommodation for 1st-Class Passengers. Only Single and Double-birth Cabins, each fitted with Electric Fan, Steam Heaters, Writing Table and Wardrobe, Drawing-room, Smoking-room, Hair Dressing-room and Laundry. Doctor and Stewardess. The best line to go to Japan and America in visiting Peking and North China.

Reduced Rates of Freight and Passage.

For further Particulars, apply to

FOR SHANGHAI, CHINWANTAO (Tientsin and Peking), KOBE, YOKOHAMA, HONOLULU, NORTH and SOUTH AMERICAN PACIFIC COAST, BUENOS AYRES, MONTEVIDEO, without transshipment.

J. MILLET, AGENT,  
FRENCH MAIL OFFICE.  
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## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY COMPANY.

PROMISED SAILINGS FROM HONGKONG TO  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Trident	9,606	T. W. Garlick	17th Mar.
Superior	6,232	Shouton	17th Apr.
Kumerik	6,232	Cowley	2nd May
Shawmut	9,606	E. V. Roberts	26th Mar.

CHAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "Shawmut" and "Trident" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

## PARCEL EXPRESSES TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 10th March, 1908. [19-20]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

## "ALDEHAM."

Captain St. John George, will be despatched as above on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 3rd March, 1908. [28-29]

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE.

## HONGKONG, CALLAO

## AND

## IQUIQUE via JAPAN PORTS

## (KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers

KASATO MARU ..... 6,100 { Some time First half of April.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to  
K. MATSUDA,  
Manager,  
Yokohama Building,  
Hongkong, 17th February, 1908. [18]

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

## "KWONG TUNG".....Capt. E. W. WALKER.

## "KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.  
Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIU ON S.S. CO., LD.,  
No. 8, Queen's Road West,  
Hongkong, 2nd July, 1907. [17]

## SHANGHAI GAS COMPANY, LD.

## ANNUAL REPORT.

We have received from Messrs. Gibb, Livingstone & Co. a copy of the report for 1907, being the 44th since the origin of the Company.

The directors have pleasure in presenting the annual report and statement of accounts for 1907. The progress of the Company continues satisfactory. The profit on working account for the year amounts to Tls. 241,567.06, which sum has been transferred to profit and loss account.

The net profit for the year is Tls. 246,951.31.

The balance at credit of profit and loss account, after crediting the account with Tls. 7,990.19 carried forward after appropriation of the profits for 1906, and deducting the amount of interest dividend at the rate of 7% (Tls. 8,339) paid on 10th July last, amounts to Tls. 173,102.53 of which sum the directors recommend appropriation as follows:—

To pay a final dividend for the year 1907 on 24,000 shares at 8% (making 15% for the year) Tls. 4,800 per share

To Write off for Depreciation of Land and Buildings Tls. 2,573.46

To Write off for Depreciation of Manufacturing and Distributing Plant 67,328.54

To Write off for Depreciation of Furniture 596.85

To carry forward to new Account..... 6,603.65

Consumption.—Private Consumption has increased 38,882 cubic feet, or 9.49 per cent. The increase in Gas used for Public Lighting has been 1,412,000 cubic feet, or 14.05 per cent. Gas Engines.—The number of Gas Engines in use is 102, while the increase in Gas used for power was 8,909,700 cubic feet, or 21.51 per cent.

Coal.—There were Tons 4,013.19 more carbonized than in 1906 and 47,497.40 cubic feet more Gas was produced.

Residuals.—The Coal used during the year being nearly altogether Japanese, which yields a Coke selling at a lower price than Australian, the return for Coke was less than last year although a greater quantity was sold. There was no demand for Pitch, but Tar and Sulphate of Ammonia were well taken up.

Fittings.—The Fittings Department continues to yield a fair profit on the Capital employed.

Capital.—46 New shares, the balance of last issue, have been sold by the Directors and rank for dividend of 1907, but not having been paid for until after the 31st December, the addition to Capital account does not appear in the Balance Sheet.

Directorate.—Mr. P. F. Lavers having resigned his seat on the Board on his leaving for England, the Directors invited Mr. E. E. Clark to fill the vacancy. Mr. Clark's appointment requires confirmation at the Ordinary General Meeting. In accordance with the Articles of Association Mr. E. Jenner Hogg retires, but being eligible offers himself for re-election.

Audit.—Owing to the indisposition of Mr. W. U. Anderson, the accounts have been audited by Mr. H. W. G. Hayter, Mr. W. H. Anderson offers himself for re-election.

THE Company's Steamship

## "TOURANE."

Captain Lancelotti, will be despatched for the above Ports on or about MONDAY, the 16th inst.

For Freight or Passage, apply to  
J. MILLET,  
Agent.  
Hongkong, 9th March, 1908. [14]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

## via PORTS and SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

## FOR NEW YORK.

S.S. "WRAY CASTLE"..... 7th April, 1908

S.S. "SIKH"..... 28th April, 1908

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 10th March, 1908. [306]

## THE AMERICAN AND ORIENTAL LINE.

## FOR NEW YORK.

(With liberty to call at Malabar Coast).

## THE Steamship

## "TUDOR PRINCE."

Captain Macdougall, will leave for the above Ports, on or about TUESDAY, 21st April.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 11th March, 1908. [309]

## SELF CURE NO FICTION!

## MARVEL UPON MARVEL!

## NO SUFFERER

## NO DOUBT!

## NEW FRENCH REMEDY

## THERAPION

## THERAPION NO. 1—A Sovereign

Remedy for discharges, suppurating infections, the use of which does irreparable harm by leaving the foundation of stricture and other diseases.

## THERAPION NO. 2—A Sovereign

Remedy for primary and secondary skin eruptions, eruptions, pains and swellings of the joints, and all those complaints which merely and temporarily relieve the sufferer, but do not cure.

## THERAPION NO. 3—A Sovereign

Remedy for all diseases of the blood and generally all diseases of the system, and all those complaints which are the result of a diseased blood.

## THERAPION NO. 4—A Sovereign

Remedy for all diseases of the nervous system, and all those complaints which are the result of a diseased nervous system.

## THERAPION NO. 5—A Sovereign

Remedy for all diseases of the digestive system, and all those complaints which are the result of a diseased digestive system.

## THERAPION NO. 6—A Sovereign

Remedy for all diseases of the respiratory system, and all those complaints which are the result of a diseased respiratory system.

## THERAPION NO. 7—A Sovereign

Remedy for all diseases of the circulatory system, and all those complaints which are the result of a diseased circulatory system.

## THERAPION NO. 8—A Sovereign

Remedy for all diseases of the excretory system, and all those complaints which are the result of a diseased excretory system.

## THERAPION NO. 9—A Sovereign

Remedy for all diseases of the reproductive system, and all those complaints which are the result of a diseased reproductive system.

## THERAPION NO. 10—A Sovereign

Remedy for all diseases of the urinary system, and all those complaints which are the result of a diseased urinary system.

## THERAPION NO. 11—A Sovereign

Remedy for all diseases of the muscular system, and all those complaints which are the result of a diseased muscular system.

## THERAPION NO. 12—A Sovereign

Remedy for all diseases of the skeletal system, and all those complaints which are the result of a diseased skeletal system.

## THERAPION NO. 13—A Sovereign

Remedy for all diseases of the integumentary system, and all those complaints which are the result of a diseased integumentary system.

## THERAPION NO. 14—A Sovereign

Remedy for all diseases of the sensory system, and all those complaints which are the result of a diseased sensory system.

## THERAPION NO. 15—A Sovereign

Remedy for all diseases of the motor system, and all those complaints which are the result of a diseased motor system.

## THERAPION NO. 16—A Sovereign

Remedy for all diseases of the endocrine system, and all those complaints which are the result of a diseased endocrine system.

## THERAPION NO. 17—A Sovereign

Remedy for all diseases of the immune system, and all those complaints which are the result of a diseased immune system.

## THERAPION NO. 18—A Sovereign

Remedy for all diseases of the reproductive system, and all those complaints which are the result of a diseased reproductive system.

## THERAPION NO. 19—A Sovereign

Remedy for all diseases of the excretory system, and all those complaints which are the result of a diseased excretory system.

## THERAPION NO. 20—A Sovereign

Remedy for all diseases of the circulatory system, and all those complaints which are the result of a diseased circulatory system.

## Consignees.

## "BEN" OF LINE STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENDORAN."

## FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter, on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 9th March, 1908. [37]

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "IREMONT."

## FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.







